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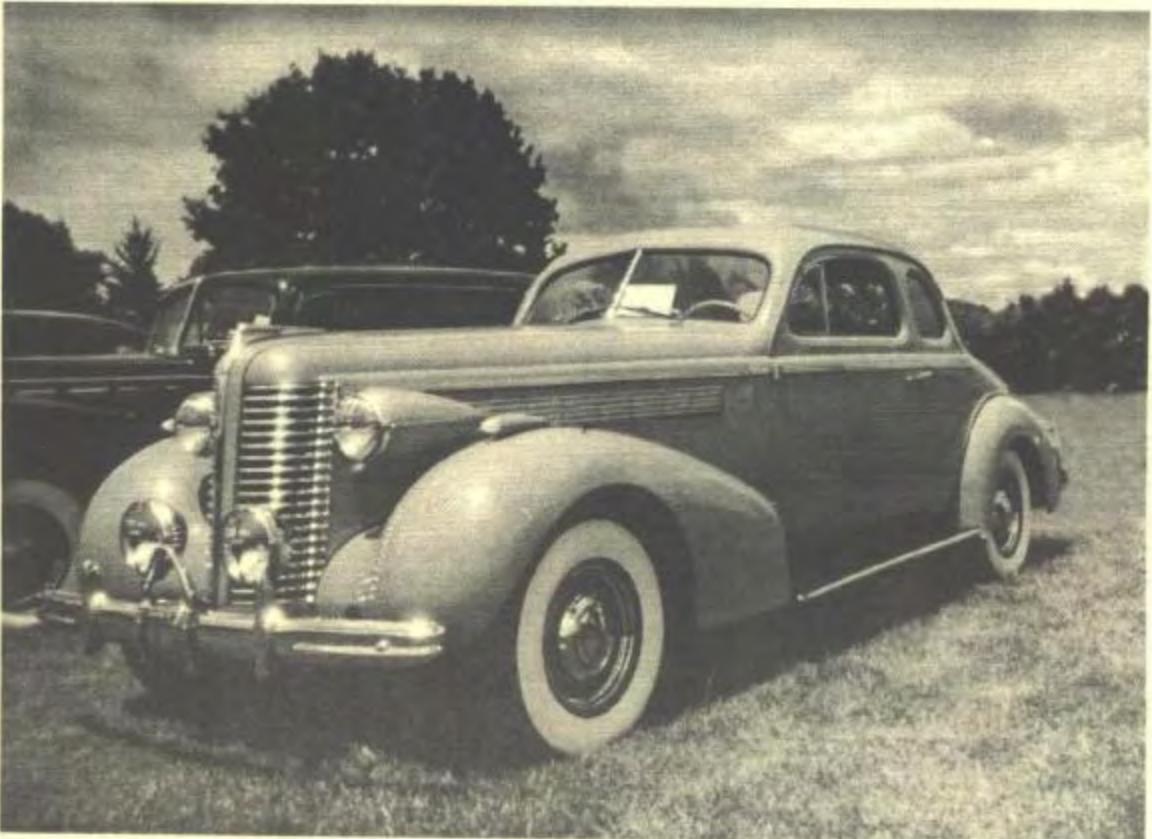
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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XIX • NUMBER 6 • JULY/AUGUST 2001



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: We now have the largest number of paying members in the Club's history, 658! And our publishing year is not over until August 31st, so we may end up with a few more! So we're in good financial shape and can keep the renewal rates steady even though the postal rates have increased.

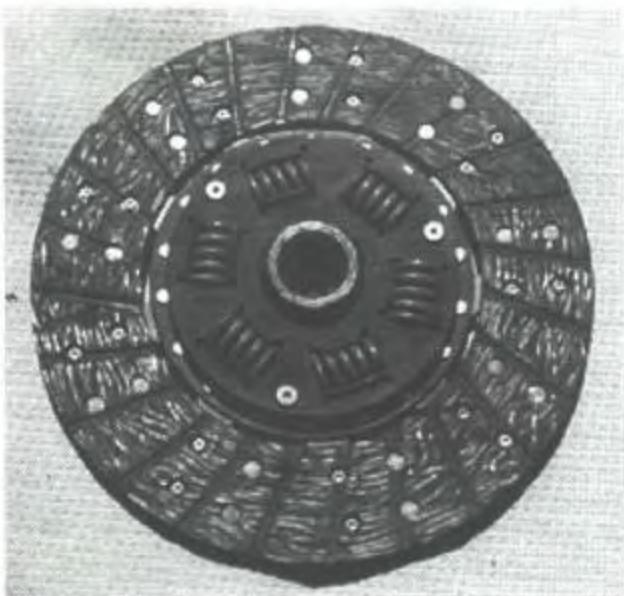
This is the 6th and last issue of our 2000-2001 publishing year which ends August 31. Most members will need to renew to continue receiving the Torque Tube. Check the mailing label this Torque Tube came in. If it reads "Expires Sept 2001", then it's time to renew. All who need to renew have received an addressed mailing envelope with their Torque Tube. Use it to send in your renewal checks, \$34 for the USA, \$35 for Canada and \$40 for everyone else. You can renew for more than one year if you wish. Thank you.

Also enclosed with this Torque Tube is the Club Roster. It includes all current members as of July 1, 2001. Please e-mail (harrylogan@earthlink.net) or send a postcard or letter to correct any errors in your record. Thanks.

This old rusty '38 Buick sedan is setting on the side of a country road near Greensboro, NC. Don Jordan, who lives there, says it's been parked there for 40 years! The owner probably lives in the white house behind the car.

Jim Flack (#499) purchased this NAPA remanufactured clutch disc. Jim says it's for a '53 Buick Special, but fits a '37 or '38 Special. It's 10" in diameter and has the correct splines. The NAPA part number is RCF 351.

This is the black with red wheels '38 Special Sedan **Jack B. Holt** (#1398) in Texas recently purchased. Jack writes: "I joined the 37-38 club a few years ago to help me locate the specific car I have been looking



for. My grandfather had a '37 Special that I can remember playing in as a little kid. For the last 15 years I have wanted to find a good solid '37 or '38 Special. I wanted a reasonably priced driver with dual sidemounts, black and original.

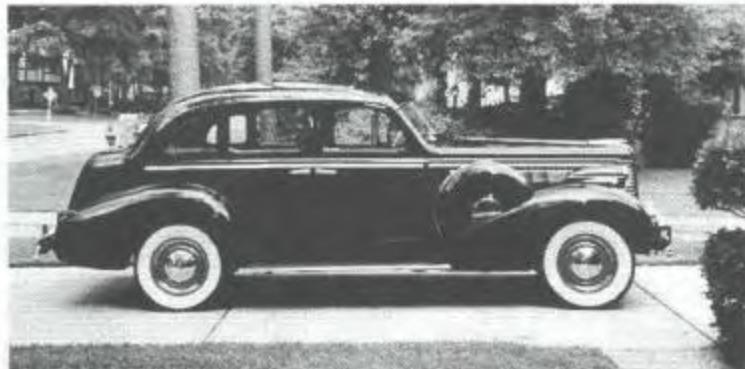
I found exactly what I was looking for in the March/April 2001 *Torque Tube*. I bought a beautifully restored '38 Model 41 from **Dale Crist** (#840). He was kind enough to trailer the car from his home in Michigan to Nashville, where I picked it up and trailered it home to Spring, Texas (near Houston).

I discovered the wonderful experience of meeting about 25 people just on the trip home, whenever I stopped along the 900 miles through Tennessee, Mississippi, Louisiana, and Texas! Folks are really intrigued with the old fat fender models, I guess.

It is a very high quality machine in looks and mechanical integrity. I have licensed and insured it for everyday driving and drive it almost daily around town."

Here's another beautiful '38 Special Sedan Model 41. 126 members (20% of our membership) own this model Buick. This photo was sent to me via the Internet. Does anyone recognize it as their car?

New member **Jay Paris** (#1587) in Brunswick, Maine has owned this black 1937 Roadmaster Phaeton Model 80C since his father bought it for his college transportation in 1961. The photo



shows the car around 1965.

These next two photos were taken recently and show the car with the engine removed for rebuilding.

The last issue had an article on a rare Hinkley-Meyer tool J-1111 made for Buick dealers to service 1938 rear shock absorbers. This is a 1937 Hinkley-Meyer tool J-1032 used to adjust the steering gear box. These tools are very rare today and both belong to **Doug Nelson** (#51) in Salem, OR. Doug has built a replica of a dealer

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Please send all articles, ads subscriptions and inquiries, etc. to:

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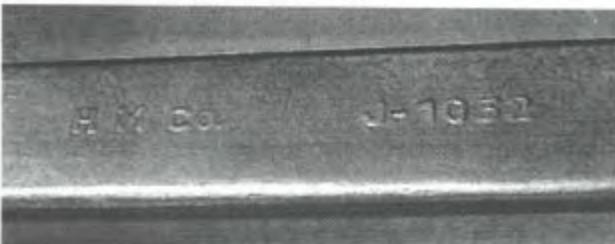
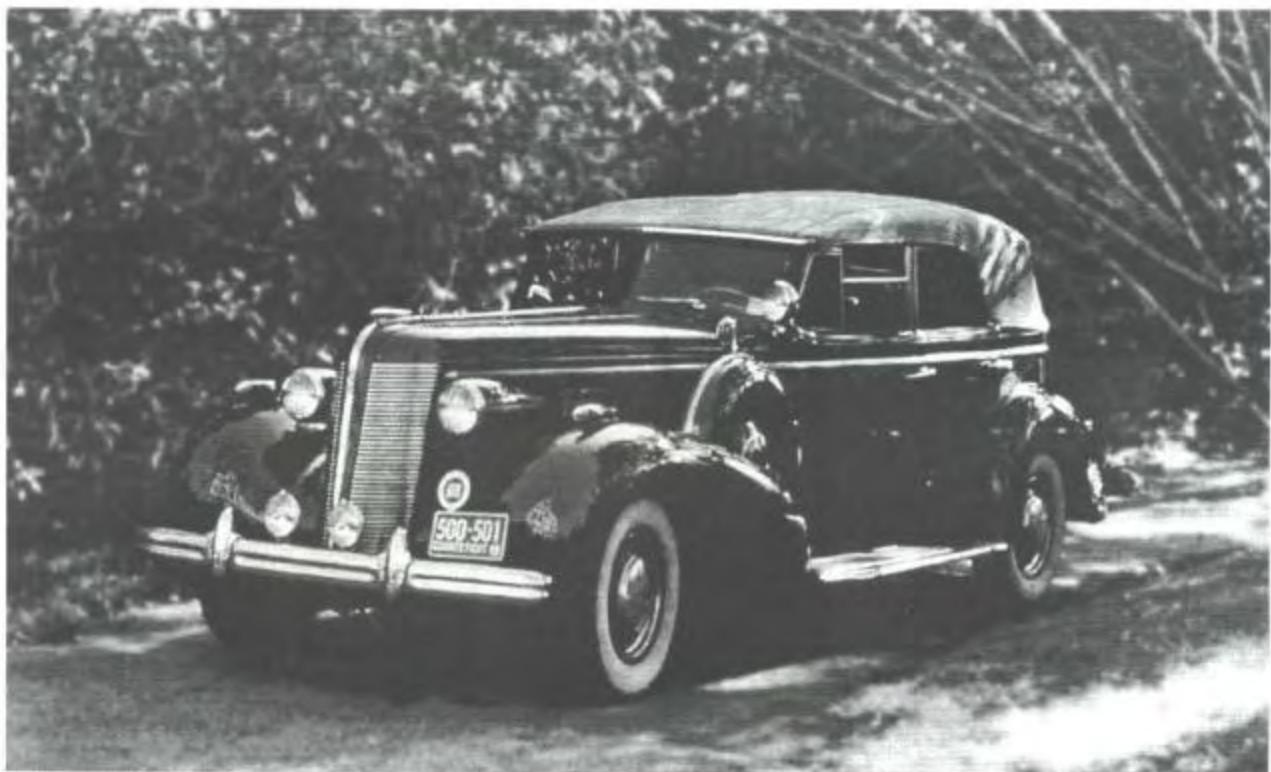
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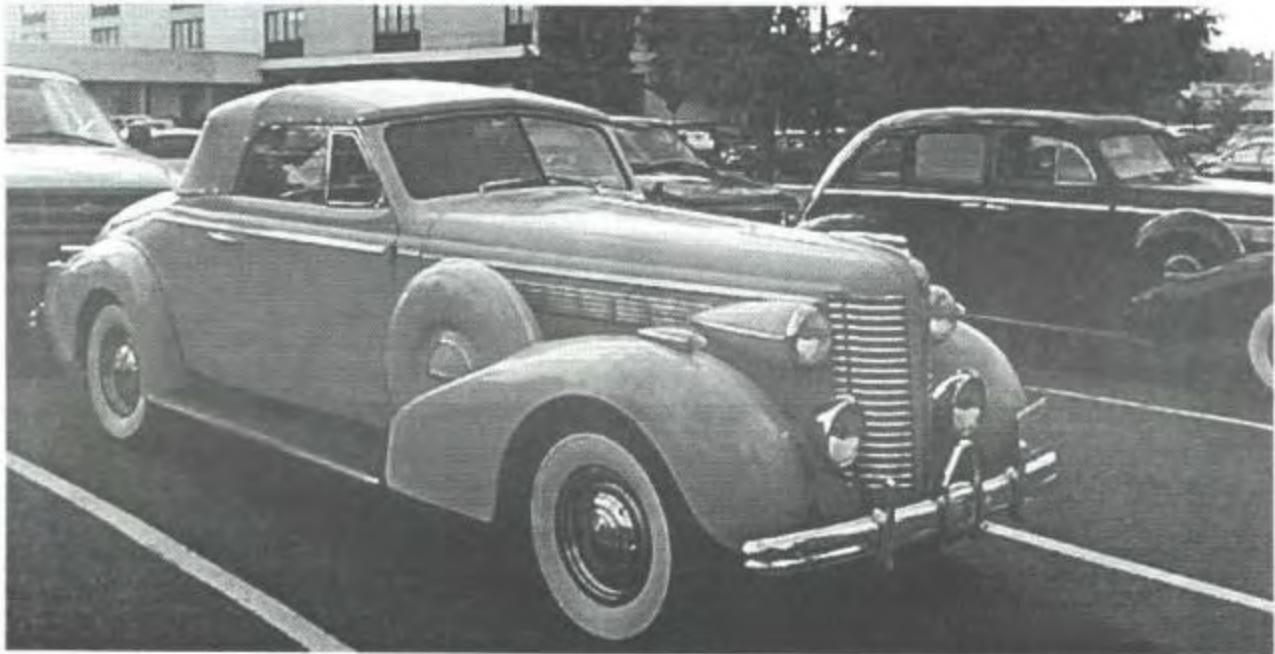


showroom and keeps his restored cars there. He also has neon signs and automobilia including these H.M. tools on display.

The featured car in his showroom is this recently restored biege 1938 Century Convertible Coupe Model 66C (top of page 4). Doug also has a restored 1938 Chevrolet Convertible in the showroom as well.

Doug would like to host the 2003 Western Meet in Salem, Oregon. He plans to take us on some nice back roads tours and see Howard Hughes giant wooden airplane, the Spruce Goose in McMinnville. This plane was flown only once, in 1947, and only for one mile!

And Bob and Arlene Lawrence (#653) will be hosting the 1937-1938 Eastern Meet next June 11-14, 2002 along Ohio's North Coast. So mark your calendars. More information to follow.

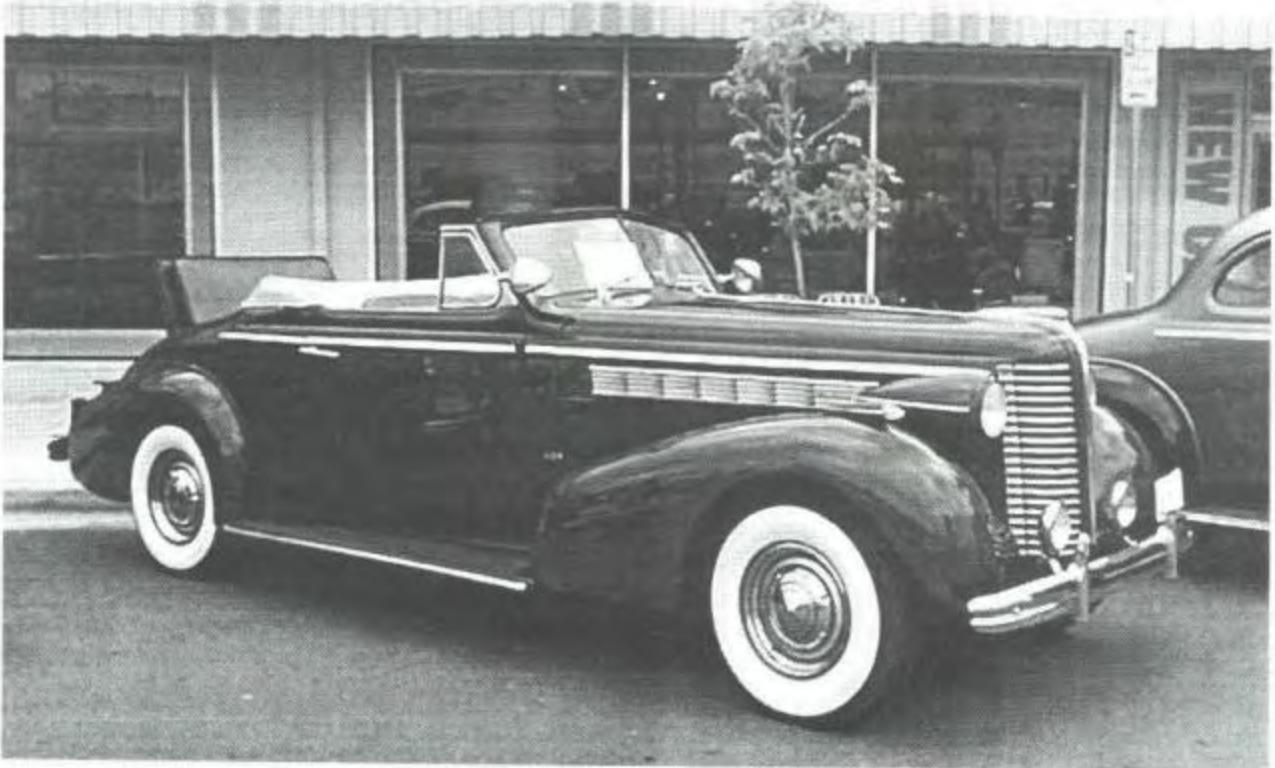


Two days after the Western Meet was over, there was an all Buick Show in a nearby town. One of the Buick's at the meet was Dan Curtin's maroon 1938 Century coupe Model 66C (photo below). And Dan gave me \$34 on the spot and is now a member. Welcome to the Club Dan!

Len Peterson (#1559) in Wilton, New Hampshire told me that after 32 years of ownership, he is selling his '38 French bodied convertible coupe that was featured on the cover

of the January/February, 2001 Torque Tube. It will be auctioned at the Kruse Auction in Auburn, Indiana, in September.

Chuck Ellsworth (#675) in Eureka, CA reports that Warner Brothers and Castle Rock Pictures just finished filming a new Jim Carey film with Martin Landau and James Whitmore and his '38 Buick Business Coupe. Chuck says, "This is a one family car, purchased in Oct.'37 and restored by my dad and I about 9 years ago."



Mark Garcia (#1390) in Fremont, CA recently returned from a vacation in Cancun Mexico. In front of a restaurant near his hotel was a 1936 Buick Special 2 door sedan parked next to a 1936 Plymouth. Note the end of the '36 bumper is rounded while '37/38 bumpers have two points with the longest one on top.



One of our members ordered a set of pre-formed brake lines for his sedan. He went to his local bicycle shop to get a large cardboard box used to ship bicycles. He put his original brake lines in it and shipped it off to have new ones made using the old lines as a guide. Two companies that do this are:

Inline Tube

33783 Groesbeck, Fraser, MI 48026

Phone: (800) 385-9452

Web site: Inlinetube.com

and

Classic Tube

80 Rotech Dr., Lancaster, NY 14086

Phone: (800) 882-3711

Juan in the Canary Islands owns this blue 1938 Special Convertible Coupe Model 46C. It has some mixed-year Buick parts and the front bumper is upside down. Juan e-mailed me looking for parts. I sent him information on the Club. Hopefully he'll join us.



This photograph of two used cars for sale was taken by noted photographer Marion Post Wolcott. It was taken at a service station on the main highway near Alexandria, LA in December, 1940. The Ford Model A is advertised for \$75. Written on the windshield of the '38 Buick Special sedan is: "Special Today \$595.00 Radio Extra".



It has the BUICK 8 bumper badge with some of the BLACK paint still showing in the "8". (The background for the letters BUICK and the slash should be RED). It also has the accessory grille guard. One of the parking light lenses is missing. You can view this photo and another one of

the '38 Buick at:

<http://memory.loc.gov/cgi-bin/query/b?ammem/fsaall:LC-USF34-056520-D:collection=fsa>

Thanks to **Von Hardesty** (#964) for sharing this.

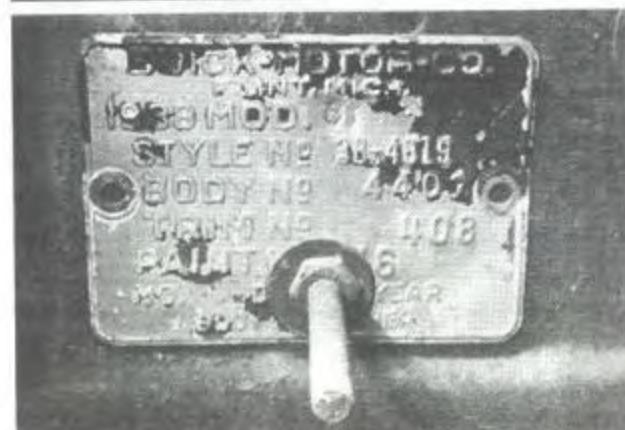
Was told of a 38 Century 4-door sedan with sidemounts for sale in San Francisco and went up to take a look. The car does not run as the gas tank is out of the car and in the back seat. The original wiring harness is shot. It would take some work to get it running, but everything is all there, even the sidemounts. The car is in primer. The re-chromed bumpers are off and stored inside the garage with the sidemount covers. The Buick 8 bumper badge has been re-chromed and looks nice.

According to the data plate, it is a model 38-61, the 4,401 Century sedan assembled in Flint, Michigan (no letter before body number indicates Flint) with Gray Bedford Cord upholstery (#408) and Gainsborough (dark) blue (#516) paint. Buick built 12,673 Model 61's in '38. Note the original paint is still on the firewall and that the data plate was also painted and not left silver as you sometimes see today.

The car is outside in the driveway under a cover. It has a radio, after-market heater and original rubber floor mat. There's an extra radio in the trunk. Did not see any rust. The car needs a total restoration or would be a good parts car. It now belongs to Dave Tacheny in Minnesota.

In contrast, this is how a '38 Century Sedan is supposed to look. This one was at the BCA Nationals in July. It belongs to non-member Timothy Cryan of Cheektowaga, New York.

W. New York.
Harry



And Speaking of Convertible Coupes!

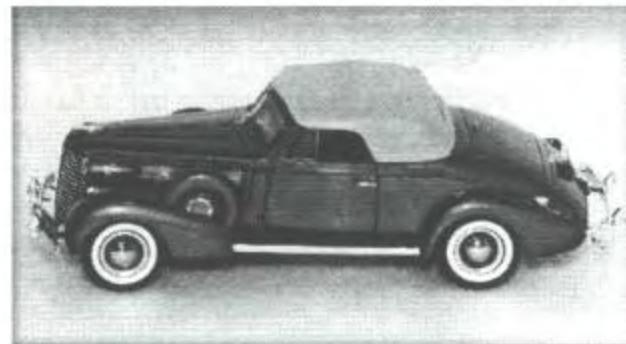
By the Editor

First we have **Jerry Barton** (#281) in Washington who finished the restoration of his maroon '37 Special Convertible Coupe just in time for the Western Meet last June in Seattle. The car has a beautiful red leather interior. Jerry is now starting on the restoration of a '37 Century Convertible Coupe that he bought several years ago from **Gary Stafford** (#588) in Ventura, CA. With what Jerry has learned from restoring this car, the Century should be a knockout!



...And More Convertible Coupes!

Victory Models have completed the third in their series of 1938 Buicks. It is the convertible coupe with sidemounts. It's modeled in 1/43rd scale and can purchased with a black or tan top, either up or down. Either version is offered in Van Dyke Brown or Homer Gray with red wheels. There is excellent interior detail, many plated parts and decals. White wall tires are featured. If you're interested, see their advertisement in the back of this *Torque Tube*.



This attractive beige with red wheels 1938 Century Coupe Model 66S belongs to **Ron and Holly Vellekoop** (#926) in Riverside, Pennsylvania. Ron previously owned a '37 Century coupe which he sold after purchasing the '38.

MY '38 CENTURY DREAM

By Ron Vellekoop (#926)-Riverside, PA

As a teenager back in the fifties, I loved to drive my father's '55 Century. It was impressively fast for the time, and very few cars could beat it. But the cars I liked to see were the cars of the thirties with their "streamlined" art deco styling. I was told that Buick had made a Century in the thirties. When I learned how they looked and how they performed, I knew that I would have to own a '38 Century coupe someday.

The '38 Century dream sat on a back burner for over 3 decades until I started searching in earnest in 1991. I joined the 1937-1938 Buick club and the BCA, having joined the AACA earlier. I looked at the "For Sale" ads in the Torque Tube, Buick Bugle, Old Cars Weekly etc., but the 38-66S was a rare car. Once, my wife and I drove

800 miles round trip to see one that had been advertised in a national publication, only to be disappointed by the sorrowful sight of a rust bucket. In 1993, I bought a very nice 37-66S. It was good-looking and a strong runner, and I enjoyed driving it. But I was soon back looking for my 38-66S. There's nothing wrong with the '37s; I just happen to prefer '38s.

Then, in August 1998, I picked up my copy of the Buick Bugle from the mailbox and turned directly to "Cars for Sale" for my routine "find nothing" search. There, incredibly, I zeroed in on a photo of a '38 Sport Coupe with text beneath that read: "1938 Model 66S Sport Coupe with opera seats. Beautiful Hampton Coach interior, Hunley Acuff running boards, Donaldson steering wheel,



Ron and Holly Vellekoop and their beige Century Coupe at the BCA National Meet in New York, July, 2001.

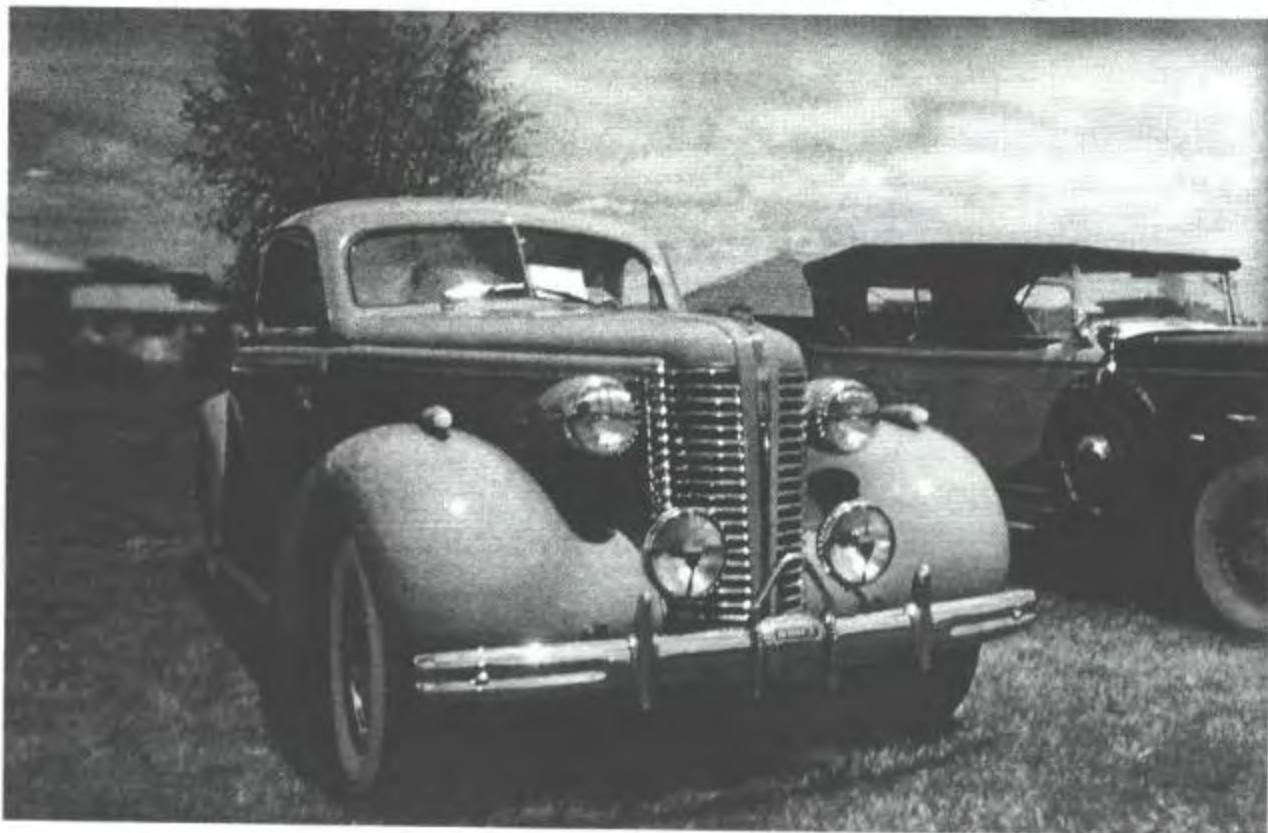
and many more goodies. Runs good..." A good price was shown. The owner lived in Satellite Beach, Florida (and I live in Pennsylvania). I showed the ad to my wonderful, supportive wife Holly, and she said: "Go for it."

My long experience told me that more than a few other BCA members would be answering this ad with enthusiasm. Immediately, I telephoned the owner. He said that one of several prospective buyers was mailing him a deposit check for \$500 that he would receive in three days. I told him to forget that other guy's deposit because "*I will fly there and be at your doorstep tomorrow with a bank check for the full asking price. If the car is a nice as you say it is, I'll buy it from you immediately.*" He was agreeable, and the next day I was in Satellite Beach ready to see his car. The garage door opened to reveal a beautiful beige colored 38-66S. A careful inspection was followed by a test drive, another inspection, and patiently answered questions. This car was all the owner had said it was and more. No disappointment this time. I was all happiness, and on August 13, 1998, I took ownership of a car that I had wanted for decades. Two weeks later, my '38 was delivered to my home, and my '37 was purchased by another 37/38 Buick Club member.

1938 Buicks were introduced to the world on October 16, 1937. I was introduced to the world on October 11, 1937, in Paterson, New Jersey. My '38, with serial number 3-3249835, was the ninth 38-66S assembled in Linden, New Jersey in October of 1937. So both me and my '38 were "born" in New Jersey in October, 1937!

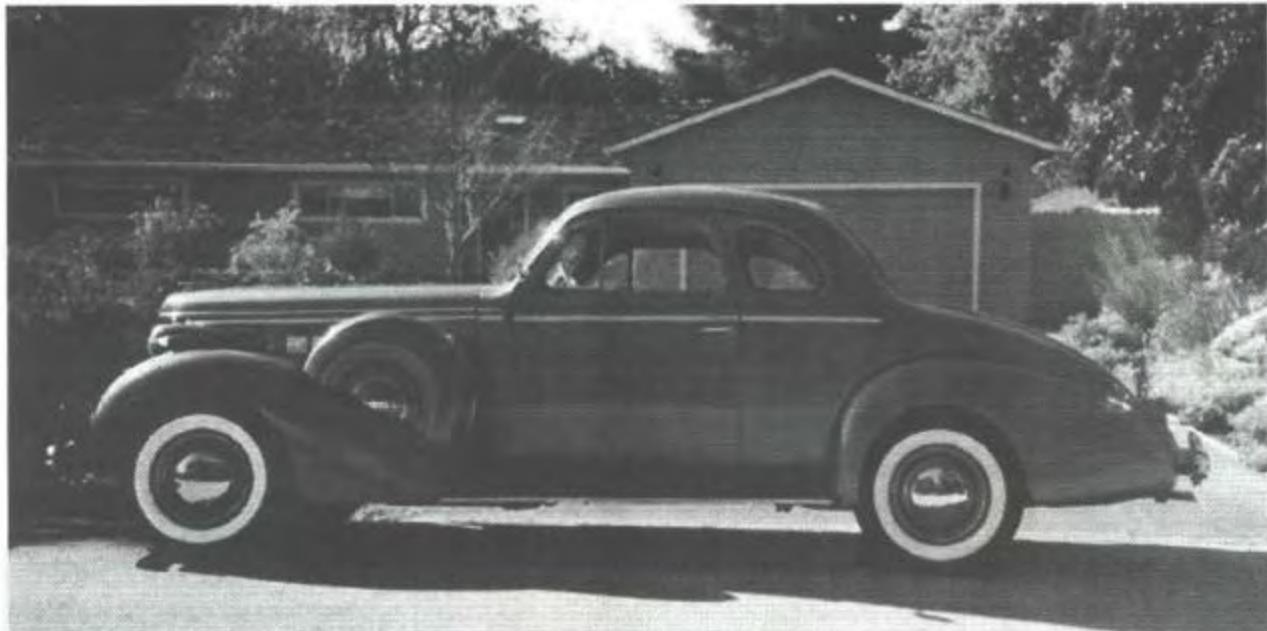
I am the third owner. When the second owner bought the car in Maryland in 1971, it had the original Whistler dark gray paint (Paint No. 520). At some time before 1952, a new big series replacement engine was installed with serial number RE-509616. I think it's a '49 engine.

I have replaced the grille, various trim items and some bolt-on engine parts. I intend for my car to keep its authentic interior and exterior. I have a spare '52 Roadmaster engine to modify for future installation while I enjoy driving the car as is. I am considering a overbore, 9:1 pistons, a modified solid-lifter cam, and a 12 volt electrical system with alternator. I have acquired an Edmonds Custom intake manifold with dual Holley 2-barrel carburetors, '41 Century split exhaust manifold and electronic ignition. I also have a HONE-O-DRIVE overdrive to be teamed up with '38 Special 4.44:1 rear-end gears. I am considering adding dual sidemounts when the modified '52 engine is installed.



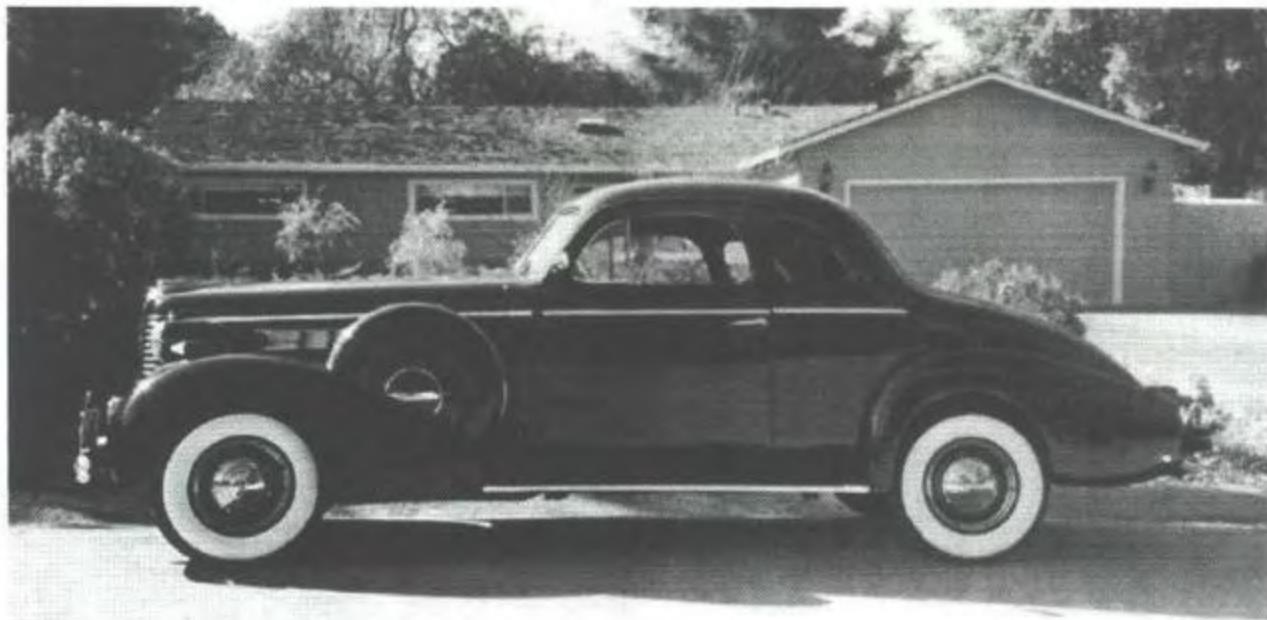
Why I Like COUPES

By the Editor



Coupes of old, like this '37 Century, had style. There was something classy about their appearance. They looked swift and agile and seemed sporty and racy with their smooth, rounded tops

and long, flowing rear decks. Coupes with fat fenders and torpedo headlights and runningboards. And I've always preferred the five window coupes as on 37/38 Buicks over the earlier three window



models, last offered by Buick in 1936.

I purchased my first coupe when I was 17. It was a '38 Chevrolet. In 1986, I saw an ad for one in Hemmings and bought it. And that's how I got into the old car hobby.

Two years later I saw an ad for a '38 sidemounted Buick Century coupe for sale in the local newspaper. One look and I was hooked. When I parked the two '38 coupes side by side, there was no comparison. The sidemounted Buick was by far the better looking, faster and handled better. So I sold my '38 Chevy coupe and kept the Buick.

Some were business coupes and often had a package shelf behind the driver as on Chevrolets. A friend tells me that as a child he used to ride on the shelf of his father's business coupe. Instead of a shelf, the Buick Special Business Coupe Model 46 had a space for luggage or salesman's samples behind the front seat plus a big trunk with a spare tire and some tools. Most business



coupes were ordered without sidemounts and were the least expensive '38 Buicks. Over eleven thousand were produced.

Buick also produced Special and Century Sport Coupes. The only difference between the business and sport coupes were two fold down jump seats in the sport coupe. They

held two passengers facing each other behind the front bench seat. Back rests were located under the quarter windows. I recently did a wedding and both the bride and groom sat on these seats facing each other, kissing all the way from the church to the reception!

And coupes are usually the fastest models, especially the Century. '37 and '38 Century coupes are the fastest of all the Buick models made those years. And the acceleration was so strong that a 1938 Century coupe would hold a National Hot Rod Association class record for the next 25 years. They were the original factory hotrods.

They looked swift and agile and seemed sporty and racy...

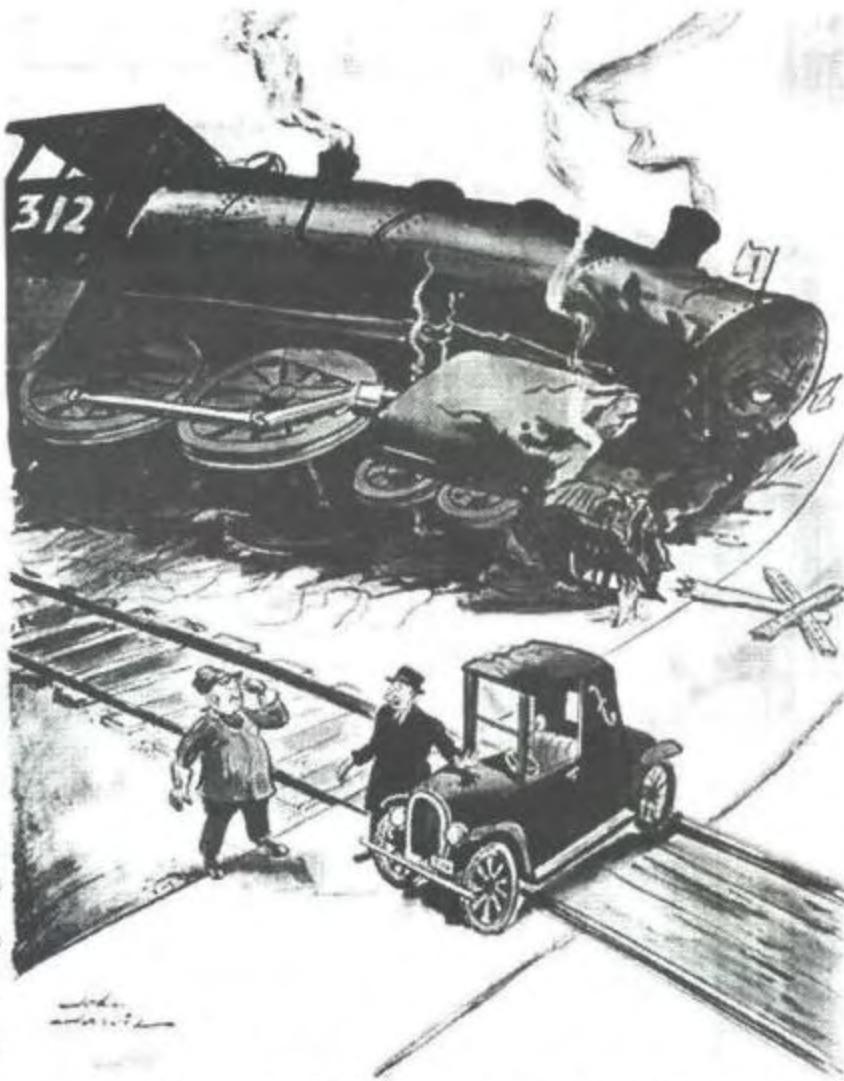


Some members have added jump seats, transforming their business coupes into sport coupes. I will be writing an article on this soon. **Christian Stickl** (#1313), our only German member, is now in the process of making this modification to his '37 business coupe.

(continued from page 11)



At today's antique car shows, it's rare to see a nicely restored coupe. That may be why such cars always catch my eye. They look handsome, sleek and different compared to most other models from this era.

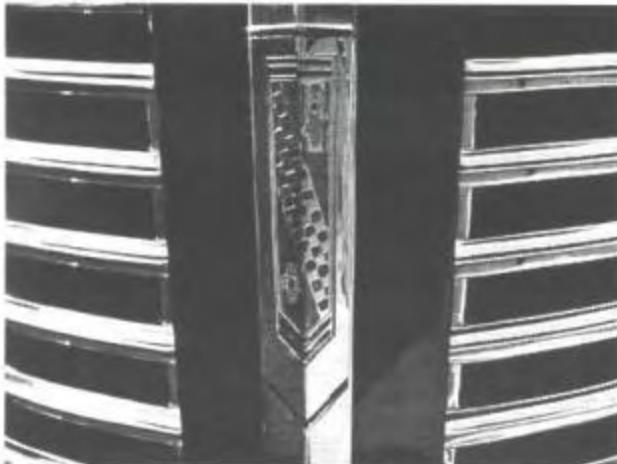


"Sturdy little coupé, isn't it?"

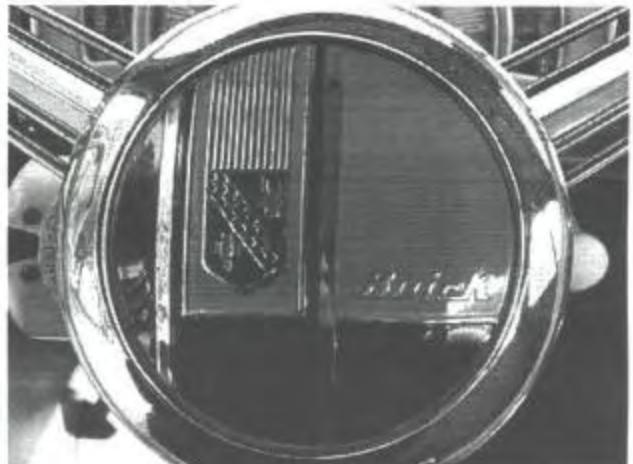
1938 BUICK COAT OF ARMS

Technical
TIPS

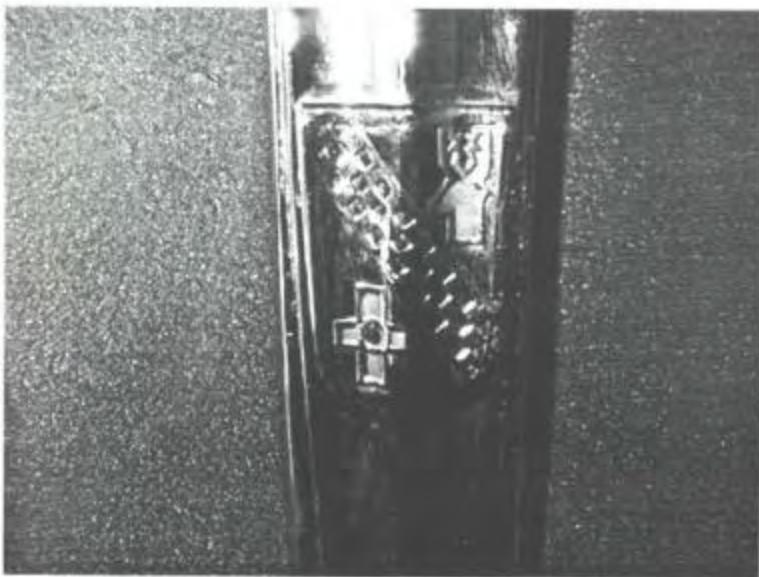
By the Editor



1938 Buicks have three coat of arms emblems, all painted the same colors. One was on the grille badge.



The second was on the horn button.



And the third was on the deluxe heater vertical chrome strip. You would not have this if you had the lower priced Master heater or no heater at all. The small squares are blue, the deer (stag) head is gold as is the cross. The circle in the cross is red. The background for both the cross and stag are red. The thin lines around the outside of the grille badge and the chevrons at the bottom are black.

2001 WESTERN CLUB MEET

Seattle, Washington

By the Editor

It rained hard the day before but cleared up and remained dry during the three day meet. We had a good turnout, about 25 people and 8 old

Buicks including a dark green 1940 Limited sedan.

Lauren Matley (#46) and **Jerry Barton** (#281) co-produced an excellent meet. Everyone I spoke with had a great time!

The first day we toured to three private antique car collections. The first was Gordon Apker's. He made his money running Shakey's Pizza Parlors, but his first job was at a Veltex gas station. That started his love of cars, so he built a replica of a Veltex station complete with gas pumps and a panel truck.

After lunch, we toured Tom Crook's collection of classic cars for sale. Here we saw a '31 Auburn Speedster, many Packards, a Dusenberg and other expensive cars.

Then we drove to Bud Melby's private collection. He has a little bit of everything including a car powered by a Liberty V-12 aircraft engine from World War I fame which he backed out of the garage so we could get a better look. We also saw lot of pocket watches, old tools and two German W.W.I leather pointed helmets used before steel helmets.

My favorite was this red 1954 Pontiac concept

car which he purchased at the Barrett-Jackson Auction in Scottsdale, Arizona. He paid \$54,000 at the no reserve auction. The owner originally wanted around a quarter of a million dollars!

Then we adjourned to his private lake to feed the fish. The water is churned up in a feeding frenzy when food is tossed in the water.

Here's Jerry Barton's just finished maroon '37 Special Convertible with **Cecil Don's** (#637) black Century sedan behind. They're parked at Bud Melby's place.

The next day we toured the Pike Place Market, a very old farmer's market in downtown Seattle. It's a picturesque old place with a lot of atmosphere. Then we visited an antique motorcycle

collection housed in a old brick building that was once a Maxwell dealership. The Maxwell logo is still on the outside of the building!

The next morning Jerry Barton displayed his 1937 Buick literature collection. He has just about every piece of literature Buick printed that year.

Then we visited the Boeing Museum of Flight. What an interesting place. We started our tour in the old Red Barn, the first Boeing building! This is where Boeing Aircraft started in 1915. The



building houses the world's first fighter airplane built in 1914, an unrestored Italian made Caproni Ca 20 monoplane. The machine gun is mounted about 5 feet above the pilot on a tripod so it could shoot over the propeller. Amazingly, it still has its original fabric covering.

The museum houses many other historic aircraft. One that impressed me was a World War II gull wing Navy fighter, the Corsair. It crashed into Lake Washington in 1950 and rested on the bottom for nearly 40 years. The plane survived because it was in fresh water. It was raised, restored and now looks like the day it left the factory.

Finally, we visited a collector car dealer lo-



cated in an historic Buick distributorship in Tacoma. The building was built in 1948 and features two turntables that rotated, showing off the new Buicks

We had an enjoyable meet and a good time. Many thanks go to Lauren Matley and Jerry Barton for all their hard work organizing and running the meet. They did an outstanding job!

And I would like to acknowledge the effort made by long time member **Jack Shepherd** (#138) from British Columbia, Canada.

Jack is 80 years old and has Parkinson's Disease. Even though he has difficulty speaking and uses a walker, he attended with the help of two Canadian friends. What determination and dedication!

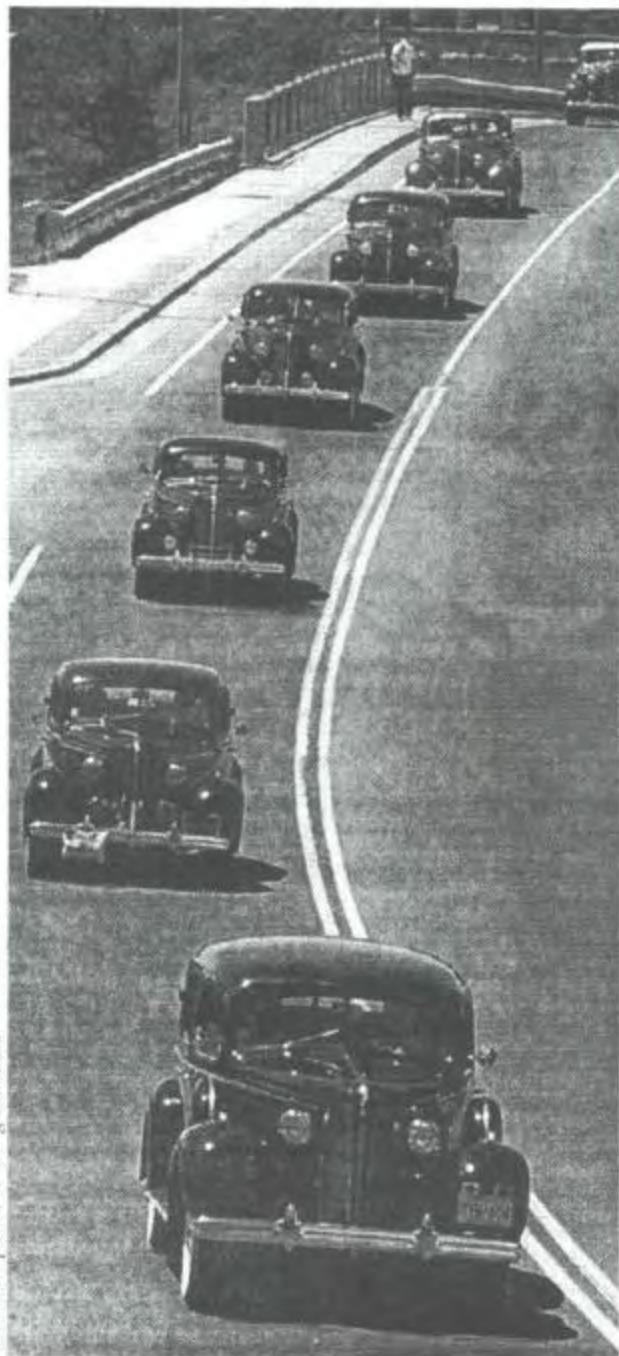


2001 EASTERN CLUB MEET

Gananoque, Ontario, Canada

By Bill Olson (#427)-Ohio

Another year, another great Easter Meet. This time we emphasized the international nature of our Club by crossing the longest undefended border in the world and visiting Ontario, Canada. Everyone crossed at least four times without incident.



Ian MacAlpine/The Whig-Standard

Bob and Doreen Ward, who live in Ontario, organized this year's event. The Wards did a marvelous job of combining history, shopping, eating, touring and sight-seeing into three fun-filled days in the beautiful Thousand Islands region where the Great Lakes end and the St. Lawrence River begins. The weather was magnificent.

Canada, as you may know, measures distance in kilometers and sell gasoline by the liter. They also have different money up there, although they call it dollars and cents. This created only minor confusion, but I was grateful that the Canadians followed the example of their neighbors to the south and not that of the other British Commonwealth nations in deciding which side of the road to drive on.

We toured the old city of Kingston, site of much interesting architecture, the royal Military College (Canada's West Point), and Fort Henry, built many decades ago when the Canadians were worried about invasion from the south and the Americans about invasion from the north. Merrickville, a picturesque town, provided numerous shops with all sorts of hard-to-resist stuff and an excellent lunch at an English-style pub, the Goose & Gridiron. (*The origin of this name is obscure, at least to me*). We also inspected the Hershey Chocolate plant in Smith Falls. (*Hard-to-resist stuff there, too*). In between we drove some lovely country roads through a pastoral landscape where time seemed suspended and it could have been 1937 just as well as 2001.

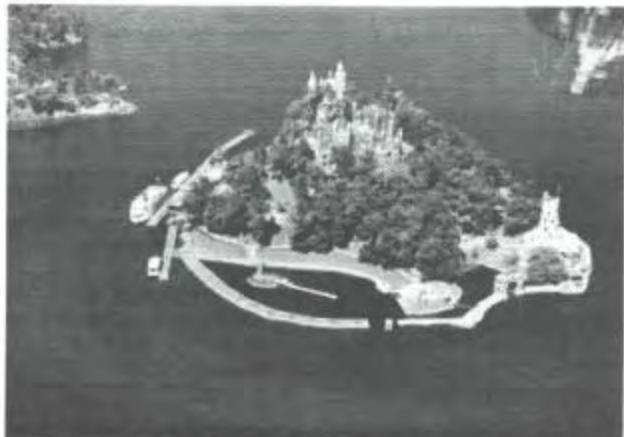


However full the days, Steve King always finds something extra to do. This time he and 3 ladies and the pilot (right) went up in a '56 DeHaviland Beaver floatplane for a bird's eye view of the Thousand Islands (below left). The Beaver is one of the classic floatplanes of the Canadian outback.



The Thousand Islands region is aptly named, as there appear to be at least that many, ranging in size from several square miles to rocks about the size of a VW Beetle. The total land area of the Islands is divided equally between Canada and the US.

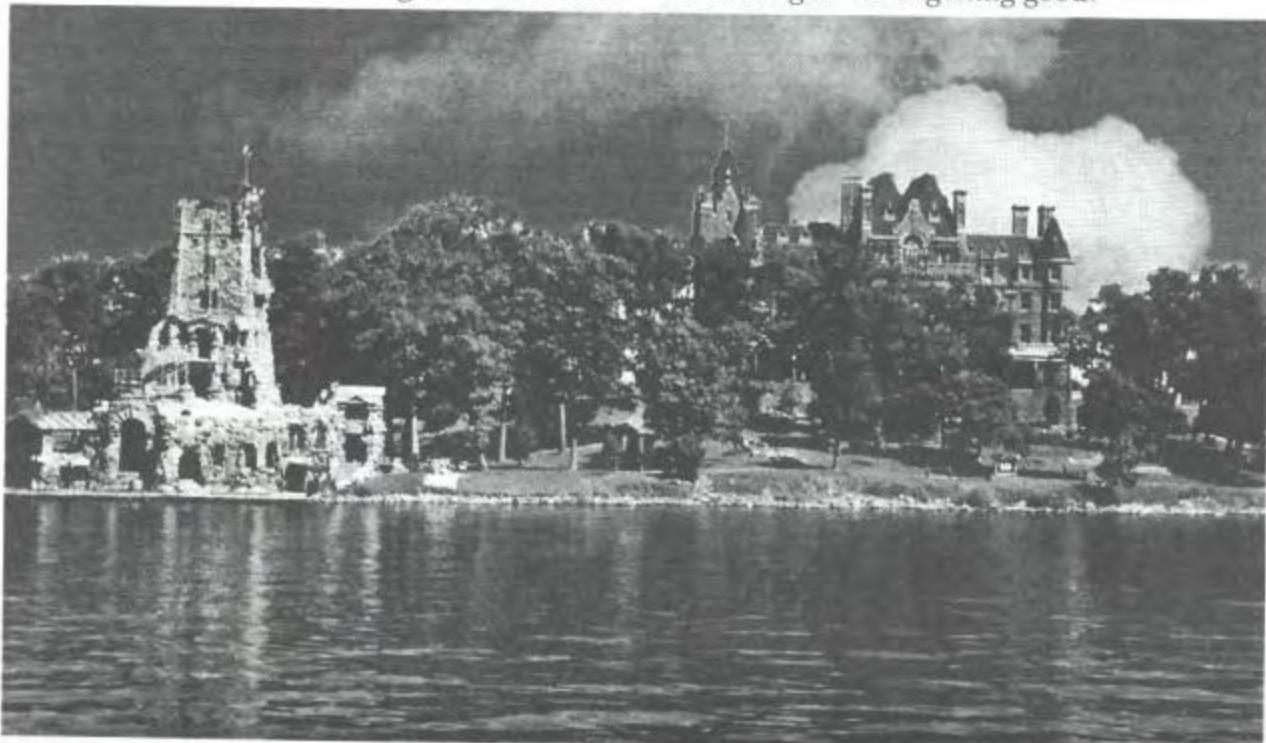
A boat tour capped our adventures, with a two-hour stopover at Boldt's Castle on Heart Island. This is an incredible structure, or more precisely a mansion with outbuildings, the whole being a sort of fantasia on a 16th Century German castle. George Boldt, a man of some considerable means, began it in the clos-



ing days of the 19th Century, when money was really money and there was no income tax, as a gift for his wife Louise.

When she died at the age of 46, he ordered all work stopped, and some 300 crafts men packed their tools and left forever. Boldt never set foot on his island again. Today the place is owned by the Thousand Islands Bridge Authority, and after decades of decay, it is being restored to the nearly-complete state it was in when Boldt abandoned his dream.

I will conclude by saying that the cars looked great and attracted the usual amount of attention wherever we went. There were no flat tires, no cases of the dreaded Swelling Brake Hose Syndrome, no boil-over, no vapor lock, and no one ran out of gas. We're getting good!

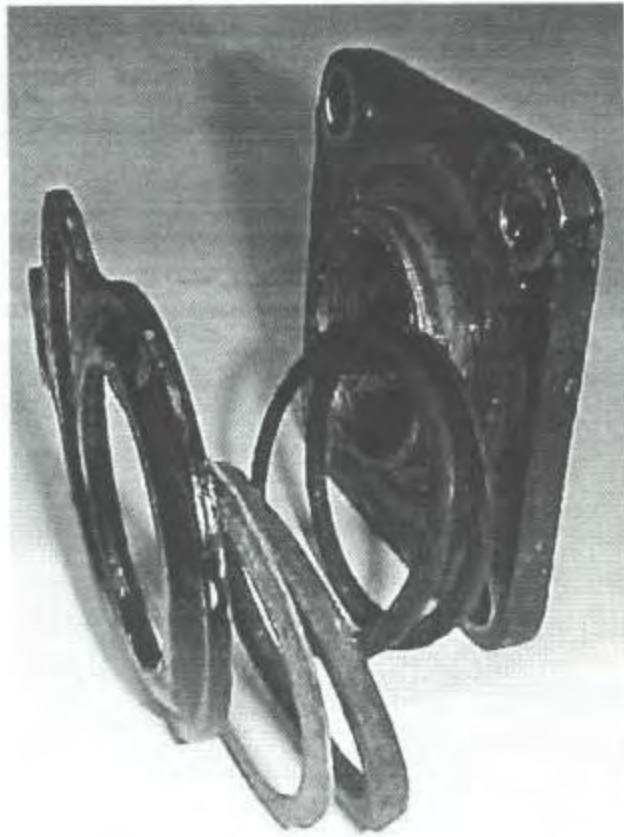




Technical TIPS

By Mats Ahrin (#786)-Sweden

Ever since the restoration of our '38 Roadmaster Convertible Sedan, we have had a problem with a leaking steering gear box. After inspection, I came to the conclusion that it was leaking from the end cover. I removed and re-installed it several times, thinking the problem was the gasket between the cover and the housing. I tried to seal it with Form-A-Gasket and similar products with no success. Finally, I decided to remove the lash adjuster from the cover.



The adjuster and its nut are secured to the cover with a pressed flange. I managed to cut down the flange enough to get the unit free. Between the cover and the adjusting nut are two cork gaskets. They were very dry and had shrunk.

LEAKING STEERING GEAR BOX



Steering Gear—Series 80-90



I replaced them with an oil resistant rubber seal and a cork gasket, making sure the total height was not too high as this will cause the gaskets to press more apart than together.

The cover is flat and will not press the gaskets towards the adjusting axle. So the gasket height is important. After that I could re-install the lash adjuster on the cover and tap down the flange once more with a hammer.

Now the oil leakage has ended and another note from my repair list can be taken away.

HOW I IMPROVED MY CAR'S STEERING

Several months ago, an inspection of my '38 Century Coupe's brakes revealed thin linings and a leaking wheel cylinder. Finding the other components to be old and worn, I had the brake system rebuilt, i.e., the master cylinder was rebuilt and all wheel cylinders, linings, hydraulic hoses, hardware and the brake-light switch were replaced.

And the steering had excessive play, requiring small but frequent course corrections.

Technical TIPS

By Ron Vellekoop (#926)
Riverside, PA



When I also found that new kingpins were required, I decided to have the whole front end rebuilt. The spindles were honed, new kingpins and bushings were installed, the upper and lower control arm bushings and stabilizer bar bushings were replaced, and new outer tie rod ends were installed. The steering now is much more precise and the car is much nicer to drive.

MY EXPERIENCE WITH RADIAL TIRES

By Marv Rhynard (#327)-Lansing, MI

I finally decided I wanted to try radials. I knew that Steve King (#776) in Indiana has been satisfied with his. He purchased them from Diamond-back Classics in Conway, SC. Toll Free Phone: 1-888-922-1642 or 1-888-928-7323. So I called and talked with the owner, Bill Chapman. He said he had been wanting to try a 3 1/2 inch wide whitewall. He has been making 3 inch ones regularly and in checking his catalogue I noticed that the 235/75 X 15 measured 29.1 inches in diameter, which is darned close to the bias belted 700/15. I agreed to try them and they really look great. He told me that if I had a problem with that wide of a whitewall he would replace them. We drove on them to Canada for the 37/38 Eastern Meet, about 1200 miles and they performed well and that

extra 1/2 inch whitewall looks good. He was most helpful in getting them to me prior to our trip as he had to manufacture them. He apparently vulcanizes the whitewall onto, in this case, a Dayton tire using the method that Goodyear used for a number of years. It was a pleasurable experience dealing with Mr. Chapman.

One last thing, the car drives so much easier with radials. Not as much road vibration or steering concerns.

(ED: **Steve King** (#776) is happy with the 16" whitewall tubeless radials he installed on his '37 Special two years ago. He purchased them from Diamond-back Classics. Steve says driving is much improved with radials over the old bias ply tires. Rugged roads, cross wind etc. are no longer a problem.)





Technical TIPS

NEW PARTS FOR YOUR BRAKE SYSTEM

By Gene McCoy (#573) - New York

PART 2- BRAKE SHOES

The brake shoes listed are for the ready-to-install brake shoes, not just the linings.

Most parts distributors do not request the old shoes in return.

The old shoes in this case should be saved for any possible future use.

1937-1938 60 & 80 SERIES BRAKE SHOES 12" X 2"

Raybestos 340PG, 194PG
EIS ES340

Used on: Buick 1961-1963 Invicta (rear only)
Buick 1961-1970 Electra (rear only)
Buick 1961-1970 LeSabre (rear only)
Buick 1963-1970 Wildcat (rear only)
Buick 1965-1970 Riviera (rear only)

1937-1938 40 SERIES 12" X 1 3/4"

Raybestos #29, #30
EIS ES 30

Used on: Buick 1936-1951 40 Series front & rear
Buick 1952-1955 40 Series rear
Buick 1952 50 Series rear
IHC Truck 1950-1964 120 Series front
IHC Truck 1950-1965 110, 1100 Series front & rear
IHC Truck 1954-1964 120 Series, Metro front
IHC Truck 1961-1967 C120, 1200, 1200A Series front
IHC Truck 1961-1967 130C, 1300, 1300D, 4x2 front
IHC Truck 1962-1963 CM114 front
IHC Truck 1964-1972 M1200, Metro front
IHC Truck 1965-1967 1100A, 1100D, 4x2 front & rear
IHC Truck 1100B, 1100C, 4x2 front & rear
IHC Truck 1968 1200C front

If any members have questions, I will be happy to answer them. Write, e-mail or phone.

Gene McCoy (#573)

20 Raff Ave.

Floral Park, NY 11001-3607

Phone: (516) 354-0210

E-mail: sigcentury@juno.com

WELCOME New Members

Ronald Bird (#1590)
17010 S.W. 160 Avenue
Miami, FL 33187

Ronald Blalock (#1591)
5019 Swinton Drive
Fairfax, VA 22032

Robert Robinson (#1592)
148 Vista Drive
Arroyo Grande, CA 93420
37-44

Joe Brooks (#1593)
PO Box 693
Brentwood, TN 37024

Charles Hall (#1594)
1424 W. Ridgewood Drive
Cedar Falls, IA 50613
37-41

Bill Blandford (#1595)
900 Maybeury Drive
Richmond, VA 23229
36-41
Bob Horvath (#1596)
310 Homewood Drive
Libertyville, IL 60048

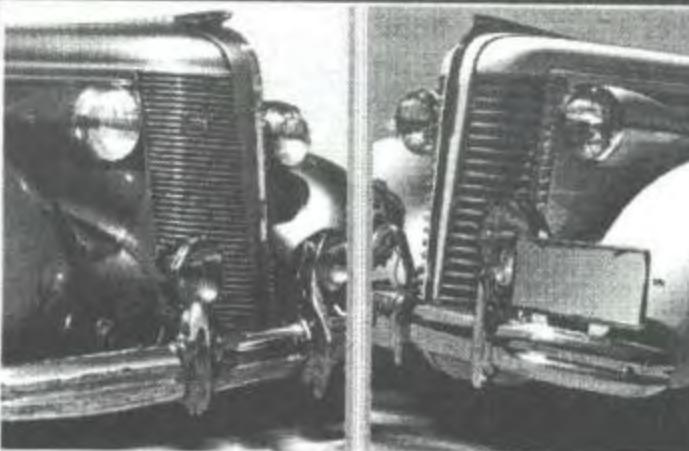
Ron Pomeroy (#1597)
5152 W. Evans Creek Rd.
Rogue River, OR 97537
38-465

Luke Follwell (#1598)
265 Hinckley Rd
Shannonville, Ontario
Canada K0K 3A0
37-81

Curtiss Burr (#1599)
138 Inverary Drive
Watertown, CT 06795

Harry Caldwell (#1600)
3 Tinton Street
Toowoomba, QLD
Australia 4350

The 1937/38 Buick Story



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Hayward, CA 94545

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This is the complete story of the 1937 and 1938 Buick during the 24 month period when they were available brand new to the buying public. Containing over 100 original ads from those two classic years of Buick style and beauty, this "must-have" book goes beyond being only a collection of the dynamic ads Buick ran in both national and local newspapers and major periodicals during those glory years. The book also covers in great detail the course of events that would go on to make these two model years the most "classically" regarded of all collected Buicks. Don't delay, order today!

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

• 1938 RADIO

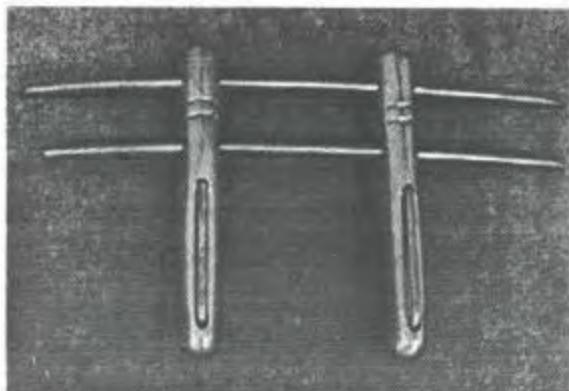
Works including the dial which is excellent condition. Comes with the mounting bracket, original plastic knobs and chrome excusions that go under the knobs \$350

The Buick Bonery

Ken Schmidt

(916) 381-5271

E-mail: BuickBonery@webtv.net



• Aftermarket

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Los Altos, CA 94022

Phone: (650) 941-4587

E-mail: harrylogan@earthlink.net

BUICK SHOP MANUALS:

1937 (250 pages), 1938 (292 pages)

\$29.95 each

Alex Voss (#1494)

4850 37th Ave. So., Seattle, WA 98118

Phone: (206) 721-3077

• 1938 PARTS

Right hand headlight with lens \$50

Pair of front plain fenders \$175

Right and left grille halves, no cracks \$100

Stainless steel wheel beauty rings \$25 each

Harry Keper (#1203)

Box 3449 RFD

Long Grove, IL 60047

Phone: (847) 540-6399

• **1937 PARTS**

King pin set, 50-60 series, NOS.....	\$55
Amp gauge, NOS	\$75
Oil gauge, NOS	\$75
Clock, used	\$55
Robe rail w/mounting hardware; 2-Door	\$75
Window crank, NOS	\$35
Rear view mirror, NOS	\$60
Belt molding, 40 series, coupe & conv, 8 pieces	\$150
Taillight lens, NOS	\$35
Taillight, complete, pair	\$75
NOS Rear axle, 40-60 series, right side	\$120

• **1938 PARTS**

Temp & gas gauge, temp gauge w/sending unit	\$95
Clock	\$55
Trunk hinges, used, left & right	\$40
Oil line screen that goes in cylinder head	\$2

• **1937 & 1938 PARTS**

Horn ring, chrome	\$125
Door handle w/lock & key, exterior	\$95
Headlight lens, NOS, left & right	\$75
Door handles, interior, used	\$5 to \$20
Door handles, exterior, used	\$20-\$75
Interior plastic knobs & pulls	Call for prices

For complete parts list for 1937 & 1938, e-mail FAX number or mailing address to
BUICKPTS@AOL.COM

BELL BUICK PARTS

Al Bell (#1061)
4982 Hubner Cr.
Sarasota, FL 34241
Phone: (941) 927-3588
FAX: (941) 926-8224

• **PARTS FOR SALE FOR 1938 MODEL 41**

1 transmission 3 speed, Partially disassembled	\$20.00
1 front bumper with brackets	\$10.00
1 rear bumper with brackets	\$10.00
1 hood	\$15.00
1 front nose	\$10.00
1 right side panel	\$10.00
1 left side panel	\$10.00
some side chrome	\$10.00
complete rear end and torque tube	\$20.00
1 horn	\$5.00
1 speedometer and gauge cluster	\$25.00
1 bright light switch	\$5.00
1 headlight switch	\$5.00
1 ashtray	\$3.00

1 distributor	\$10.00
2 rear shocks	\$10.00
2 rear springs	\$10.00
new generator brushes	\$3.00
new starter brushes	\$3.00
Torque Tube back issues 1993 to present	\$3.00 each
Buick Bugle back issues 1992 to present	\$2.00 each
11X 17 color pictures of Buicks:	

1903,1909,1910,1922,1923,1934,1936,1938,1941 \$30.00 for all

Please call between 6:00p.m. and 9:00p.m. cst. 708-687-4303

e-mail me at : jondon17@prodigy.net

John Gillio (1016)

15329 Ridgeland

Oak Forest, Illinois 60452

All large parts pick up only.

• 1937 SPECIAL PARTS

Robe rope & escutcheons, pitted	\$8
Headlight switch	\$20
Clocks, have three	\$15-\$25
Horn relay	\$2
Chrome nose molding, excellent	\$225
Headlight bucket moldings	\$15 pair
Horn button & retaining ring, complete	\$25
Steering column locking device, painted with key	\$45
Kick panels, new Hampton Coach	\$20
Klaxon horns, pair. Painted & ready to install	\$50 pair
Rear view mirror	\$10
Radio covers, blank plate for cars w/o radio	\$15
Firewall ID tag for a blue '37 Model 41 4-door sedan	\$15
AA1 Stromberg carburetor, needs work	\$100
Sun visor brackets	\$15 pair
R & L grille halves, left one NOS	\$375
Fan blade	\$8
Fan pulley	\$5
Trunk license plate bracket, complete	\$25
Klaxon horns, non-working	\$20 pair
Hood louvers, pair, need some work	\$25 pair
Moldings: Front door pair, back door pair, back door to trunk pair, sell only as pairs	\$50 pair or obo
Molding: Front door to hood pair. Sell only as a pair	\$20
Hood moldings, sell only as a pair, excellent condition	\$100 obo
Engine splash pans	\$50 pair obo
Moldings, back door, right only	\$15
Molding, back door to trunk, right only	\$15
Garnish moldings, all, plus dashboard. Need restoration.	
Dash needs minor repairs. Will consider separating	\$125 obo

Door sills, original, good usable condition for a 4-door sedan..... \$35 obo
Steering wheel center, complete w/emblem \$15

• **1937 CENTURY PARTS**

Exhaust manifold, left & right side, no center section..... \$25 each
Pulley \$10
Distributor #663Z 3327 \$30 obo
Firewall ID tag for a 37-61 4-door sedan \$20
Chrome inside door trim. Needs repair call
Wiper motor, stuck \$15
Vacuum starter switch \$25

• **1937 ALL SERIES PARTS**

Parking light, no lenses, complete \$65 pair
Taillights w/bezels and lenses, complete \$50 pair

*Prices do not cover postage. 20% extra for postage or actual postage when ordering large order.
All prices subject to bargaining. Will take reasonable offers.*

*Jerry Root (#422)**

71 South Pollard Dr.

Fulton, NY 13069

(315) 593-2346

• **PARTING 1937 AND 1938**

The following is just a portion of what's available. Call with your needs.

• **1937 PARTS**

SPECIAL hood name plates \$40 pair
Large Series AA-2 Carburator, complete \$300
Cigar lighters \$25
Century sidemounts, complete \$1200
Coupe & convertible coupe seat \$200
Century wheels, excellent condition \$100 each
40/60 Series rear brake cables, good condition \$40 pair
Master and deluxe heaters \$75 each
Century radiator \$75
Special radiator \$75
Rear springs 40 & 60, good condition \$100 pair
Radio delete plates \$15
Small series throttle linkage \$25
Big Series rocker assemblies \$50
Fender lights \$65 pair
Trunk lights, complete \$50
Tail lights with lenses, all series \$50 pair
Wiper transmissions \$50 pair
Special manifold \$75
Throttle cable \$20
Special transmission \$100
Special splash pans \$40 pair
Century hood \$100
Headlight switch \$20
Radio grilles \$15

Wiper motors	\$15
Trunk hold-up arms	\$20
Sun visors	\$20
Bumpers	\$40 each
Bumper arms	\$15 each
Steering wheel	\$50
40 & 60 running board brackets	\$50 set
Buick crest badge for hood trim strip	\$50
Gas pedal	\$15
Small and large series generators	\$75
Special sidemount fenders and covers, solid and straight with all hardware	\$2000
Special rear end with 3.9 gears, complete	\$650

• **1938 PARTS**

Original Century hood hinge, good condition	\$125
Instrument cluster with working temp. gauge	\$150
Master heater	\$75
NOS left taillight housing and base, no lens	\$35
Century motor, complete long block	\$500
Limited door sills	\$75 set of four
Breather tubes	\$10 each
734Z starter with solenoid	\$50
Special hood lettering	\$20 pair
Defroster ducts	\$15 pair
Rear license plate stand, bracket & light for sedan	\$45
Tail lights, complete	\$100 pair
Assist straps with screws	\$10 each
Throttle cable	\$20
Special radiator	\$75
Battery tray	\$20
Special manifold, complete	\$75
Special hood sides & tops	\$25 each
Century radiator	\$100
Used 5 post voltage regulators	\$25

• **1937 & 1938 PARTS**

40-60 Lower inner shaft and bushings, new	\$90 pair
Large series transmissions	\$300
Special air cleaners	\$50
Radio hanger brackets	\$25
Large series flywheel with good teeth	\$100
Big Series spark plug cover	\$100
Headlight buckets	\$20 each
Large series fan belts, new	\$15
Map light switches	\$15
Small series spark plug covers	\$40
Rear fender splash aprons	\$15 each
Big Series manifold ends	\$50
16" beauty rings	\$10 each
Headlight bezels	\$20 each

Trunk hinges.....	\$50 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts	\$25
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$75 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores	\$35
4-Post voltage regulator, used	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Radios.....	\$125 each
Limited dome light.....	\$65

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(763) 427-3460

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- 1997-1998 Volume XVI - Numbers 1 through 6
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New Price
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\$135.00
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In MET. BROWN or MET. GRAY

VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP



**1/43 RD
SCALE**

NEW



In MET. BROWN or MET. GRAY

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#34
\$2.00



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1937 Model 44 Special Fastback Sedan
Car painted gray 4 years ago and has been
outdoor only 4 times since it was painted.
Upholstery is all original and is thin over-
head. Seats need to redone. It is licensed
and running but needs the glass installed.
I have all the new glass and rubber seals.

\$5,500

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1937 4-Dr. Trunk Back Sedan Model 41
Gray with taupe Hampton Coach interior,
new wiring, www, radio w/extra speaker,
heater/defroster, driving lights and
Kluxton trumpet horns, heavy duty air
cleaner and grille protector. Also new set
of hubcaps and beauty rims. All chrome
and woodgraining done, some extra parts
go with car.

\$13,500

or possibly trade for a 1953 Super or
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Jerry Root (#422)*
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Fulton, NY 13069
(315) 593-2346

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1937 Buick Special 4-Door Model 37-41
Outside looks good. Interior Restored. 12
volt electrical system. Halogen headlights
Some spare parts and manuals, mags, etc.

\$10,000

Pictures can be found at:
www.greenapple.com/~bgbot173

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Carroll, Ohio 43112-9732
Phone (740) 687-5949



• 1937 SPECIAL FOR SALE

1937 Business Coupe Model 46
Engine, transmission and suspension
rebuilt. Runs great. Gas tank removed,
cleaned & sealed and replaced. All body
work completed. This is a rust free car,
solid floors and trunk. Only minor dents
were professionally repaired. Interior is
complete (mild custom). Only needs
paint. I have all trim and weather strip-
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www.37buick.eplugz.com.

Asking **\$8,500**.

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New Windsor, NY 12553
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e-mail: Rhandy6786@aol.com

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1937 Black Century 4-Door Sedan Model 61. Runs and drives well. Car is in good condition. Recent motor work. New www. California plates. Many NOS/NORS parts, manuals and car cover.

\$7,500

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Phone: (925) 947-6711

(Northern California)

E-mail: my37buick@aol.com

Pictures can be found on the Internet at:

www.antiqueautosonline.com



• 1937 CENTURY FOR SALE

1937 Century Phaeton Model 60C. Body-off restoration. Needs some minor cosmetics. Has vinyl interior.

\$27,000

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\$12,000 OBO

Gerry McGann member (#1328)

24757 W. Meadowlark Dr.

Channahon, IL 60410-5145

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E-mail: GRM6100@aol.com

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tomarieal@juno.com

Or write:

Tom Allen

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1937 Special 4-Door Sedan Model 41

New maroon paint with black fenders. Engine rebuilt and chrome redone. 84,000 original miles. This car was originally purchased in Phoenix, Arizona and has remained in Tucson its entire life. We found it in a garage in 1998 and it has been there since the second world war. The original owner had to sell it due to health problem at the age of 86. We purchased it and began restoring it. The grill, all exterior handles and hood louvers are plated in 24k. gold. We have invested nearly \$20,000 to date. It has all new glass and weather stripping, paint, plating and several extra parts. There is absolutely no rust in this car and we have taken extensive photos during the course of the work we have done. Needs steering wheel and running boards restored, new motor mounts, tires, interior and wiring harness. The valve cover, dip stick, nose stabilizers and thermostat housing are chromed. Missing one tail light lens

\$12,000

Please email me should you be interested or want photos.

Jeff Kindelspire

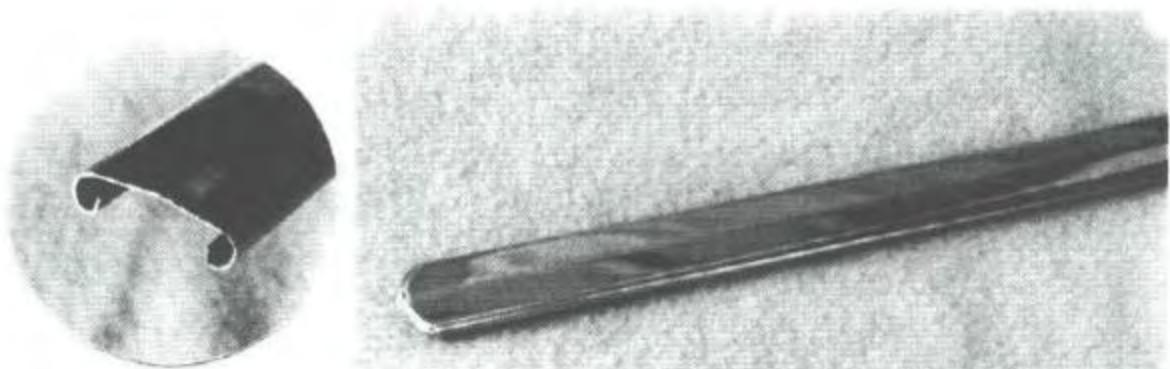
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Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

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1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

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1937-38 BUICK



DOOR WEATHERSEAL-SPONGE

Glue-in.....	DW-378.....	\$1.90 ft.
Clip-in.....	DW-80.....	\$3.50 ft.
Clips.....	WC-80.....	\$0.75 ea.

DOOR BOTTOM SEAL

Clip Type.....	DW-369.....	\$2.75 ft.
----------------	-------------	------------

TRUNK SEAL-SEDANS, 1/2" Wide;

Ser. 80-90.....	TW-371.....	\$38.50
Sedans, 3/4" Wide:		
Ser. 40-60.....	TW-371S.....	\$38.50

TRUNK SEAL For COUPES, 5/8" x 1"

Sponge.....	TL-369.....	\$2.00 ft.
1/2"x1"x16".....	TL-1129.....	\$48.50

CLUTCH and BRAKE PEDALS Ser. 40-60

Black.....	CB-343BK.....	\$6.25ea
Brown.....	CB-343BN.....	\$6.25ea

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FS-375.....	\$12.95 pr.
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1937 ONLY! ACCELERATOR PEDAL Ser 40-60

Black.....	AP-37B.....	\$32.00
Brown.....	AP-37BN.....	\$35.50

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Black.....	\$9.25
Brown.....	\$18.50
Series 80-90 Black Only.....	\$8.50

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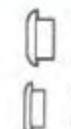


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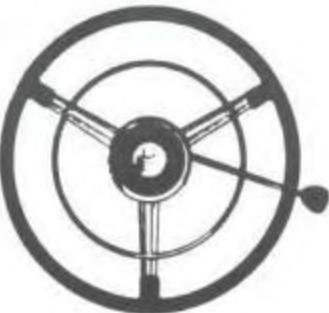
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